before the fog began to lift. At 9 a. m. we Pau lifted anchor and put on steam. In fifteen minutes we sighted the St. Paul hard aground. We steamed past and picked up

The story that we were aground is false, as is the statement that we were saved from striking by the lights burned by the life saving crows on the share. We did not bear a signal from shore, nor did we see a light. We could have seen a rocket had one been sent up, but the fog was too heavy to allow us to see any other light."

The officers united in declaring that the St. Paul was a much speedler boat than the New York or Paris, and said she was a better hoar in every way than they had antici-

LANDING PASSENGERS.

Brought from Long Branch on Board Tugs Hired by the Company. As soon as the news that the St. Paul

had run ashore was received at the office of the company, in this city, arrangements were made to send a fleet of tugs down the bay to get her off. Pulver, Millard, and Everets, of the New York Towboat Company, were engaged. Marine Superintendent Captain Shackford, of the International Navigation Company, took charge of the fleet, and he brought with him thirty longshoremen, who, it was thought, would be

Many friends of the passengers on board arrived at the steamship company's pier. foot of Fulton street, North Fiver, at an arly hour. It was explained to them that the vessel had grounded, but that there was no danger. For that reason there was little excitement. A few crossed the ferry, with the Intention of going down to Long These Saw the Race.

As fast as the dispatches arrived, showtins were posted, nd these were eagerly scanned by those who remained. As the hours passed, however, and there was no evidence that the passengers would be landed before morning, most of the passengers' friends went home. For that reason there were very few at the company's pier, when at 6.30 p. m. the tug Lewis Pulyer arrived with 201 bags of mall. There were, how-ever, no passengers. The mail bags were at once taken away on trucks to the Post

Less than half an hour later the tug Starr arrived at the pier, carrying all of the first and a number of the second cabin passengers. All had something to tell of their experlence. -Another tug came along later, with the remainder of the second cabin

Deputy Surveyor Dowling and his staff left the Barge Office pier on the revenue cetted the same office per on the exchange of the same of the stranded vessels. The surf was too high to allow the Hudson to steam alongside, and the deputy surveyor and his men were transferred to the algewheeler George Starr, and there received be declarations of the cabin passengers ben they were transferred from the St. ul.

GOLD ON THE ST. PAUL. She Took It to England and Conditions Having Changed She Brought It Back.

On board the St. Paul as it lies in the sand on the Jersey coast is \$1,000,000 in gold bars, consigned to W. H. Crossman & Brother, of this city. This gold was chase of Government bonds. This in itself Is not extraordinary, but an unusual featgold in exactly its present condition was hipped to London from this city by Lazard Freres two weeks ago, and that in leaving this city it went on the St. Paul. In words, this gold which was drawn from the United States Assay office in this two weeks ago went abroad on the

Paul, made a short trip through the London banks and was shipped back to

London banks and was shipped back to New York again in time to get apl ace in the strong box of the St. Paul on the return voyage of that vessel.

The gold was sent abroad by Laxard Fleres to meet drafts or bills of exchange which they had sold. Their correspondents on the other side sold the gold "to arrive" to the correspondents of Crossman & Berther, making a profit by the transaction. They in turn, reshipped the gold so that they could obtain the profit which results from the premium on gold in this country. There is the same premium on greenbacks as on gold, so that Crossman & Brother could not save anything by procuring greenbacks and exchanging them for gold at the Sub-Treasury. In other words,

THE COMPANY'S PLANS. Serious Injury to the St. Paul Will

Cause Much Trouble.

When the officials of the International Sternoon that there was little hope of getring the St. Paul off in time for the next scheduled sailing day, they at once telegraphed to the cramps, of Philadelphia, to get the St. Louis ready to sail on Wednes-day next. The St. Louis was sent on to day next. The St. Louis was sent on to the Philladelphia ship yards to receive a thorough overhauling, but this plan must now be abandoned. Those who booked for the St. Paul for Wednesday must take the St. Louis Instead.

The accident to the St. Paul may interfere seriously with the extraordinary efforts made by the line this year to secure a large share of transatlantic traffic. It was the Intention to make a great to crease of speed of our boat. I was awakened at 3 o'clock Saturday morning. but could see nothing on account of the feet. The fog did not lift until about 8 o'clock, and then we saw the Campania less than a mile away. It seemed to me that she also had grounded. CHARLES VIGNES, of No. 57 Tatterstock Crescent, London: We were racing

share of transatiantic traffic.

as the Intention to make a great
this year of the line's resources
patching from New York to Southit wo large steamers each week furtourist season. If the St. Paul is
dy injured this programme cannot
ried out. The list of proposed salithe American line for 1896 contight extra sailings between May and
r, involving the sending out of two
urge vessels as the St. Paul and the
within one week.

water line. Her extreme breadth is 63 and her gross tonnage is 11,000, as t as the largest warship in the British y. Her displacement, with twenty-five draught, is 16,000 tons. Her power is of 10,000 horses, and good horses at. She can accommodate 1,400 passen. She has five decks, double bottoms, seventeen water-light compartments, seventeen water-light compartments, sengines are said to be the most power ever constructed in the world. Let the said the states mails by a trial run of four s., last October, between Cape Ann. s., and Cape Porpoise, Mame, She e an average of 20% knots an hour, sister ship has a trial record of 22.2 s.

is, his is not the first time the St. Paul been in trouble. When being launched stuck for over a week on the ways, met with an accident on her maiden, breaking an air pump, which delayed savaral hours. al hours. cember 18 last the St. Paul me-

ing what was being done down there, bulle- St. Paul Passengers Tell the Story from Their Point of View.

> LOUIS WORTH, a son of ex-Senator Jacob Worth, of Brooklyn: We all knew that the Campania was likely to be sighted at other side. Day after day we were sur-prised at not seeing her, but when we did, at about 8:30 or 0 s. m. Friday, a shout went up from all on board. The Cunarder was then about ten miles away. I did not notice any perceptible increase of speed on our boat, and the speed could not have been increased materially, in view of the fact that the Campania seemed to be cutting down our lead.
> About 4 p. m. she was less than a quarter of a mile astern, and then we began
> to race with a vengeance. All steam
> was put on, but the Campania's captain must have given the same order, as at 6 p. m. the Cunarder had passed us. Whether or not it was possible to put on any more speed on the St. Paul I do not know, but It is certain that we cut down the slight lend of the Cunarder down the sight lead of the Cunature, and gradually forged ahead ourselves. So we kept going, in a see-saw fashion until the for closed down on us last night. At that time we were running abreast. I remained on deck the entire night, and as far as I could judge it was and har a. m. when we struck on the sand bar. Then the whistles began to blow, presumably as a warning to the Campania. I do not want to say that the officers could have avoided the accident. I do think, however, that had there been no race the officers would not have lost their bearings in the manner they did. They were simply off their guard.

william HEAP, of Muskegon, Mich.: It was well understood among the St. Paul's pas-sengers that the Campania was racing against us, and every day we looked for the appearance of the Cunard liner. We never saw her until 8 a. m. ou Friday morning. At least that was the time I turned out of bed, and the Campania was then about ten miles astern. She might have been sighted before that time by some of the deck hands or officials, but I did not hear of it. All I know is that when the news spread that the Cam-pania was only nine or ten miles astern the order was given to put on all steam, and from that moment the race was of the livellest order. Everybody on board the St. Paul was hauging over the ratis all day, watching the other boat and speculating on the chances of our winning. Hour by hour the Campania seemed to decrease our lead, and at about 4 p. m. she was neck and neck with us. First one would get ahead about a quarter of a ahead. They kept along in that fashion until 1f p. m. on Friday night, when I went to sleep. I did not awaken until about 2 c'clock this morning, when we were on the beach. There was a heavy fog on at that time, but when it lifted this morning we saw the Campania about a mile away, and it seemed to us that she had grounded also. When the wrecking tugs came down and the mail was taken off, the boats from the life saving station began the work of transfert passengers to the tugboat Starr. It was due to the life savers that we were able to get up to New York as early as we did, as not a single boat was lowered from the St. Paul.

ANTHONY TROUGHTON, of New York: I did not pay very much attention to the race, I saw the Campania in the distance, keeping pace with us, on Friday, and I was sorry to see her overhauling us. I knew we were racing, because one could not help noticing the increase of speed. There was no excitement of any kind on board our boat, however, not even after the passengers knew we had struck on a sand

HENRY BIDWELL, of Liverpool, England: The St. Paul and Campania were at it all day Friday from the moment we sighted the Campania in the morning until the fog fell that night. I was asleep when the St. Paul struck, and knew nothing whatever of the accident until I awoke at the usual time. I did not know until afterward what a narrow escape we had

from being wrecked.
ISAAO RODBERG, of New York City: Like everybody else I saw the Campania on Friday, and presumed we were racing. In fact, I knew we were from the increase of speed of our boat. I was awakened at 3 o'clock Saturday morning.

Crescent, London: We were racing for all we were worth and had been all Friday. Everybody on board anew it. When we sighted the Campania. the passengers soon knew it, and most of them came on deck to watch the race. There was a great deal of interest shown and many bets were made as to which would win. The St. Paul was alread when we went to supper, and after that we came on deck and watched the boats. Campania to the south of us. She was as clearly outlined by her lights as though she had been decorated for a holiday. We had been told that we would probably reach Sandy Hook about 2 a. m., and as I had some maney on it, I decided to stay up. About 1:30 s. m. we atruck. I was on deck at the time and did not feel it much. There was a slight shock and then a grinding noise as the bows pushed into the sand. As soon as I

cers assured us we were in no danger, and the sight of the tugs which soon came up and the life-saving crews on the shore assured us of that. We could have gone ashore at any time, but did not care to. Finally, when the tugs could not get the St. Paul off, we were put aboard the tug and brought to the city

HARLES ALLDIS, OF TORRINGTON, CONN. The officers may not call it racing; but when two boats are trying their level best to beat each other into port it seems to me like a race. If there was no race it is not likely that the screws would be going at the rate of 92 revolutions per minute, and that in the face of a heavy storm. But that is just what the engine was doing, and so I should say we were racing. All the passengers thought 50, at any rate. The wind was blowing a gale and the sea was so high the sailors had to crawl on their hands and knees to get from one part of the boat to another. It was a big storm and a good race. I was in It as much as the officers were, and I don't see why they should deay racing. Everybody on board wanted the St. Paul to win. The officers had told us that we ought to reach Fire Island about 2 a. m., and when we struck I thought we were there. I heard the crunching, grinding sound as the boat pushed into the sand and thought we were boushing against cakes of ice. In this belief I told my brother that we had been making good time, as we had passed Fire Island and were already meeting the ice carried down deck and found that instead of being near port we were aground on the const. There was no reason to be afraid, pleasant thing was that we did not get to

DWARD F. POWERS, No. 54 Old Broad street London: Racing? I suppose we were racing. We sighted the Campania shortby after sunrise, and it would not become the American flag to be beaten by the British. I am an American citizen, though I do live in Loudon, and I was heartly glad when I went to bed at 11 p. m. to see that the St. Paul was aboad. We were going at full speed then, and there seemed no chance of the Campania overtaking us. I did not feel any shock when we struck and did not know we had gone ashore until the steward told me,

JAMES ALLDIS, OF TORRINGTON, CONN. The Campania was sighted at 7:30 a. m. Friday. She gradually drew nearer, and as soon as the St. Paul officers fairly reas soon as the St. Paul officers fairly realized that the Cunarder was trying to
overhaul the American Lines, the latter at
once increased her speed. It did not require an expert to tell that the St. Paul
was trying to show her heels to the
Campania. The speed continued to increase until we were going at a tremendous rate. I believe that the St. Paul at
noon Fridgy was running at fully twentytwo knots an hour and perhaps an even The state of the property of the control of the con two knots an hour and perhaps an even greater speed than that. The wind began to freshen from the southeast at poon Friday, but at 1 p. m., when the two vessels were very nearly abeam, it was blowing at fully thirty miles an hour. Most of the passengers insisted on remaining on deck.

HAMMOND'S CASE

pendently in the Prisoner's Behalf.

Secretary Olney So Instructs the Bayard, in behalf of the arrested Ameri-United States Consul at Pretoria.

His Recent Appeal to England.

But the Boer Government Persistently Intercepts All Cablegrams-The Grand Master of California Masons Seeks to Interest the President.

By Julius Chambers.

Washington, D. C., Jan. 25.-The efforts of the State Department in behalf of the accused Americans in the Transvaal are now concentrated upon the Hammond case. Secretary Olney to-day gave out an abstract of a cable message that he received United States Consular Agent at Johannesin her room shortly after 10 o'clock Friday incredulous as to its great value. Since it

Hammond were out on parole. According to this report of Agent Manion, the offence of Hammond, who is held as the chief of American sinners against the Boer Goynament, was of a trivial nature and was is the view held by Richard P. Hammond.

nesburg in the event that the situation is in any immediate danger, save that when nesburg in the event that the situation is in any immediate unuse. It is the any immediate unuse. The should assume an aspect of graye danger. I last heard from him he spoke of his falling health, and we fear that the rigorous confinement in which the Boer Government is the any immediate unuse. The spoke of his falling health, and we fear that the rigorous agreed with the diagnosis of Dr. Stevens, and on searching the room found a philater of the police.

Yesterday at noon the detectives were and on searching the room found a philater of the police.

spicuously advocating peace, it appears repeated telegrams, and so have his friends that the Boer authorities have conceived the impression that he was in collusion that he was in collusions that he w

it appear that they were associated, politically, with the English, or that they looked to English Influence to save them A NATIONAL ISSUE, from punishment. The official advices to the Secretary have confirmed the information conveyed to him by the friends of the accused Americans, that the Boers are they feel kindly toward the Americans generally.

It is not unlikely that Secretary Olney has become convinced that his appeal to English Influence, through Ambassador Theory of Suicide Is Not Believed in Part of It Went to an Auction Shop, cans, was a mistake. At all events, he has employed very decided language in disclaiming any reliance upon English friendship. He has by his instructions to Agent SEPARATED FROM HER HUSBAND. BROUGHT BACK FOR THE REWARD. He Is Believed to Have Regretted Manion declared to the Boer Government that the United States will protect its She Left Him After the Trouble at the But There Was No Reward, and the own citizens.

It is believed at the State Department HAMMOND'S FRIENDS HARD AT WORK, that this Government will succeed in convincing the authorities of the Transvani that they have dealt unjustly with Hammond and that in a very few days he will also be released on parole.

HAMMOND A MAN OF PEACE

His Many California Friends and Relatives Astonished at the Charge Against Him-Why He Is Held.

San Francisco, Cal., Jan. 25.-Friends of stract of a cable message that he received about 11 a. m. from the United States Consular Agent at Johannesburg.

United States Consular Agent at Johannesburg.

United States Consular Agent at Johannesburg.

In her room shortly after 10 o'clock Friday burg, stating that the Californian was mixed up in the Jameson raid. They point out that all his interests were vitally concerned in the preservation of peace and that all the "American prisoners" except that all the "American prisoners" except that all the Transvari, and they ascribe his impressed and order in the Transvari, and they ascribe his impressed to be in normal spirits at the time. She was reading a book when days ago it has been sold once for \$5, once for \$6 and finally a part of it—two yards and prictor of the hotel, says that when the girl went into Mrs. Freeman's room yesterday was stolen from the dressmaker's safe ten at the time. She was reading a book when days ago it has been sold once for \$5, once for \$6 and finally a part of it—two yards and prictor of the hotel, says that when the girl went into Mrs. Freeman's room yesterday went into Mrs. Freeman's prictor of the hotel, says that when the girl went into Mrs. Freeman's room yesterday was stolen from the dressmaker's safe ten at the time. She was reading a book when days ago it has been sold once for \$5, once for \$6 and finally a part of it—two yards and prictor of the hotel, says that when the girl went into Mrs. Freeman's room yesterday went into Mrs. Freeman's part of it—two yards and prictor of the hotel, says that when the girl went into Mrs. Freeman's room yesterday was stolen from the dressmaker's safe ten at the time. She was reading a book when days ago it has been sold once for \$5, once the girl left her. Charles Rohde, the proposition of the hotel, says that when the girl went into Mrs. Freeman's room yesterday was stolen from the dressmaker's safe ten at the time.

then became apparent to Hammond that the Uitlanders were in no real danger, and in order to repress excitement and restore quiet he raised the Transvaal flag.

Despite the conduct of Hammond in conspicuously advocating peace, it appears

MRS. MAX FREEMAN.

Found Dead in Her Room at the Hotel Pomeroy,

by Deputy Coroner Weston, Who Was Summoned.

Casino-Afterward She Changed Her Mind About Her Intention to Seek for a Divorce.

several years, but as soon as Mr. Free-man learned of his wife's death he tele-

EUGENIE LACE HAS BEEN RECOVERED,

This Country Will Act Inde- deeply incensed against the English, while Wife of the Stage Manager Returned by Two Women, One of Whom Had Bought It from the Thief for \$5.

> Where a Connoisseur Picked It Up at \$4.10 a Yard.

Women Who Restored It Were Greatly Disappointed-One of Them Threatens to Sue.

Max Freeman, the stage manager, was summoned from Philadelphia yesterday by the news of his wife's sudden death by morphine poisoning. Mrs. Freeman was found dead yesterday morning in her room in the Hotel Pomeroy, opposite the Columbus statue, at Eighth avenue and Fifty-ninth street. Mr. and Mrs. Freeman had not lived together for several years, but as soon as Mr. Free

The missing lace was found yesterday. graphed instructions for the immediate dis- Last night it lay on the dingy green leather San Francisco, Cal., Jan. 25.—Friends of John Hays Hammond, in this city, are loath to believe the reports from Manion, the United States Capsular Agent at Johannes.

Mrs. Freeman dismissed the chambermaid

ernment, was of a trivial nature and was is the view held by Richard P. Hammond, the brother of the imprisoned man, and by government a most signal service.

Hammond had signed an invitation to Jameson, requesting him to come to Johannesburg. This is the view held by Richard P. Hammond, the brother of the imprisoned man, and by scores of influential men in this community who are friends of the engineer. In speaking of the situation, R. P. Hammond said:

"We do not fear that my brother's life in the evant that the woman had been dead for several hours, and he said that death had resulted from morphine poisoning. He notified the Coromorphine poisoning. He notified the Coro-ners' office at once.

Barrett's house were closely questioned, but without result. The case seemed a

then they were welcomed.

They had come, they said, to claim the